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PRIVATE RESIDENTS AT THE
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A Comprehensive and Complete
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NEWS OF THE FAR EAST
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HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA-OWLAND TRADE REPORT.
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per annum. Postage to any part of
the World, \$2.

Hongkong Daily Press.

ESTABLISHED 1857.

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Hongkong, 29th April, 1908. a1938

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CALIBRE 7.65 mm.
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LIMITED.
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12.45 p.m. to 1.15 p.m. Every 10 minutes.
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2.15 p.m. to 3.00 p.m. Every 10 minutes.
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Hongkong, 27th April, 1908. a1824

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Hongkong, 1st June, 1907. a1829

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Hongkong, 13th May, 1908.

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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The Daily Press.

HONGKONG, MAY 22ND, 1908.

Not at all unexpectedly, we have received an indignant letter from a Portuguese gentleman who resents the criticism of the ex-Governor of Macao that we published from the pen of an occasional contributor. We may mention that the said contributor has sources of information that entitle him to speak with a great deal more authority of Macao affairs than the gentleman who now desires to contradict him can claim. He pointed out, it may be remembered, that all Portuguese speak in the most respectful and admiring way of the ex-Governor, and we refrain from publishing the resentful letter referred to, not because we are disinclined to give all sides a fair hearing, but because its writer has so obviously misread and misinterpreted our occasional contributor's remarks. When, for instance, the failure of the Macao lottery scheme was attributed to the greed of "somebody in authority," that somebody was clearly not His Excellency the departed Governor. The whole tenor of the contribution was against any such suggestion, only a hasty reader could have jumped at such a conclusion. What is certain is that there were many "somebodies in authority" who failed to give to the late Governor the loyal support and service that was his due. With passively, if not actively, munitious subordinates in Macao, and a corrupt officialdom in Lisbon, the position of His

Excellency was bound to become untenable, for even a stronger type of man than he. But our contributor's reference to the greedy ideas of "somebody in authority" fits somebody at Lisbon just as readily as it fits anybody elsewhere. Our contributor's critic says it is "entirely false" to say that half the Chinese have left Macao. It may not be entirely accurate, but that a very large number have abandoned Macao as the result of new legislation, in force or prospective, cannot be denied, and that it should have occurred during the régime of the ex-Governor certainly warranted inclusion in any review of his reign. The precise degree of His Excellency's responsibility for the conditions leading to it was not suggested; he was not wholly blamed for it, and he cannot be wholly exonerated.

It seems no more to the purpose to point out that if business has gone from bad to worse at Macao, "so it has at Hongkong and all over the East." The suggestion is that business has become comparatively worse at Macao than at other Far Eastern places, and there appears to be ground for it; also for the hint that it is largely due to maladministration. The presentation of an address to his Excellency by the Local Senate in no way discounts the verisimilitude of our casual contributor's comments; it rather strengthens them. There was and is no imputation against the integrity and good intent of the ex-Governor, who compares remarkably favourably with many of whom we have been reading lately. But at least he does not seem to have shown the strength or determination of a PEANCO.

Yesterday the plague total was increased from 334 to 356 cases.

Mr. C. G. R. Brodersen has joined the directorate of the Hongkong and Shanghai Bank in the place of Mr. Fuchs, resigned.

Opinion among the Chinese in Hongkong is divided on the subject of the Imperial Government's opium resolution, though it is believed that the majority approve of the step which has been taken.

An amanu in the employ of the compradores of Messrs. Loxley and Company, who stole jewellery to the value of \$835, and the coolie who was charged with receiving the same, knowing it to have been stolen, were at the Magistracy yesterday sentenced to six weeks' imprisonment each.

The "Tenyo Maru," the new steamer of the Toyko Kisen Kisha, which is to replace the "Hongkong Maru" on the Pacific run, arrived here yesterday from Yokohama and attracted a good deal of attention as she lay off Stonecutters. She is beautifully fitted up and is well designed for the trade to owners have in view. She has no less than six decks with a promenade area of 5400 feet. She is the first turbine steamer in port and her record will be watched with interest.

The typically American love of a joke was with Edison, as the lady interviewer who asked him if the world would ever become Christianised found out to her cost. For a minute or two Edison bowed his head as though the problem were too much for him: "And then his brow cleared, a smile rose to his lips, his eyes lost their profound expression, and he replied, 'Not only do I think that the world in time will become Christianised, but I believe in that we shall live to see it.' Then, as the young woman gave an ecstatic upward glance, he added, 'Just look at the way those big improved machine guns are wiping out the heathen!'"

Fashionable and diplomatic circles in Washington are bemoaning the fate which threatens not only to deprive them of the liberty occasionally to risk a "pony" on a favourite horse, but also to render illegal the favourite pastime of bridge and card playing generally. Their despair is due to the Anti-Gambling Bill which the Senate has just sanctioned prohibiting in the most stringent terms all possible forms of gambling in drawing-rooms no less than on race-courses. If the action of the Senate is confirmed by the Houses of Representatives all people who play cards for the most trifling stakes, even in their own homes, or who bet on a horse race, boat race, or any other kind of race, or on an election or any contest of any kind, will be liable to a fine of \$100 and imprisonment for ninety days.

The Governor of the Windward Islands in Executive Council has decided to suspend Chief Justice J. Bayldon Walker from his office of chief justice of Grenada pending the decision of the Secretary of State for the Colonies. The Chief Justice entered the Colonial Service eighteen years ago as Police Magistrate of Sierra Leone and was afterwards Judge of Turk's Island. In 1888 he was transferred to St. Vincent as Chief Justice, and has since served in a similar capacity in St. Lucia and Grenada. Chief Justice J. B. Walker has arrived in England from the West Indies. During the suspension of Chief Justice Walker, Mr. W. Sidney Shaw will continue to act as Chief Justice of Grenada and his place as Chief Justice of St. Vincent will be temporarily filled by Mr. Malcolm E. Martin, who is Barrister-at-Law of the Inner Temple and has practised in Hongkong for some years with considerable success.

Mr. I. E. Channau has joined the H.K.V. Corps and Steamer H. Watson and Private H. J. Stevens are permitted to resign, while Sergt. McKirdy and Gunner W. Mackay are granted leave of absence out of the Colony, for nine months.

The seventh and last shot for the subscription cups in connection with No. 3 Company H.K.V.A. (late Eight Half No. 2 Company), will take place at Tai Hang Range on Sunday next, the 24th instant. The 500 yards range will be closed as soon as possible after 9.30 a.m.

A terrible tragedy was enacted on April 2nd in the courthouse at Terre Haute, Indiana, where Henry McDonald was being tried for arson. The prisoner had just been found guilty, and the judge was pronouncing sentence when McDonald whipped out a revolver, which he had concealed about his person, and fired at the chief official of the town police force, who had been the principal witness in the case. The officer fell dead on the spot and without pausing a second the murderer emptied the remaining barrels of his six-shooter into the group of witnesses who had figured in the trial, and were lingering in the courthouse to hear the sentence. Five of them sustained more or less severe injuries, and then McDonald started to dip some cartridges into his weapon. Here the matter ended, for recovering from their first shock and bewilderment, the police had by this time drawn their own revolver, and the murderer fell riddled by half a dozen bullets.

The Premier has announced that a Reform Bill will be introduced and that the Government will not oppose the Woman's Suffrage Bill. The second reading of the Education Bill was passed by a majority of 165.

[The Reform Bill is presumably a measure for reforming the existing franchise.]

WHITE ANTS.

BATTAGES IN PUBLIC BUILDINGS IN FORMOSA. The white ant is a pest in Formosa. The last parliament passed a bill for the expenditure of the sum of yen 30,880 for Keeleung Hospital and yen 30,886 for Keeleung Post Office, as the cost of repairing damages to these buildings from white ants.

These pests injure almost every building in Japanese style in Formosa, for the most part consist of wood. For instance, the Keeleung Hospital had been under repair from March to July last year, and those concerned were greatly worried, for no sooner had the work of repairing the injured parts been finished than the same parts were gnawed away and were just as bad as they had ever been.

Most serious injuries were sustained by the Keeleung Post Office, where pillars, beams, floors, paper and even mail bags were gnawed away. In a large room, provided for mail carriers, and so forth, a hundred mats were all destroyed. Astonished at this event, the postal officers replaced them by new ones at once, but on the very day this had all been done, it was found out that half of the new mats were again gnawed away.

PRIVATE ENTERPRISE.

Those persons with socialistic tendencies who wish to "down private enterprise" (says the "Australian Mining Standard") should study history, human nature, and political economy before they air their primitive views. Some men are born to lead, others to follow. The great incentive to work is personal benefit. This may take the form of pecuniary reward or honour, depending on which the individual prefers. If private enterprise was done away with, the spur to extra work would be gone, it is well known that when work is scarce a man's idea of a fair day's work increases above that when work is plentiful, so that he does not care much if he gets sacked or not. How often do we hear of a Government official inventing something, compared with a similar number of private individuals. Those men who can work and think harder than their fellows must rise to the top, their results are of a higher class, and they deserve a better remuneration than those who loaf or have less ability. Without the hope of an adequate reward few persons would trouble to exert themselves unnecessarily for the benefit of their neighbours. Legislation may change customs, but it cannot change human nature, and this is where many so-called socialists come to grief. They think that by destroying private enterprise they will raise the mass. It is the go, energy, and forethought of the private individual that has made the Empire. Gold mining did more to bring Australia before the world than anything else, yet the Government of the day tried to suppress it. The question may be asked. Where would the mining of the Commonwealth be, which finds employment for thousands of men, and enriches the coffers of the various States, but for private enterprise. Competition, the life of trade, which spurs men on to greater efforts, should be little more than a word except as between nation and nation. The more active spirits, finding no scope in a country where private enterprise did not exist, would go elsewhere, so the very men who are wanted would be driven away to competing countries, leaving their inferior and mediocre brethren to drift away. Whether we look at it from the standpoint of improving the human race or increasing business, the annihilation of private enterprise would prove an utter failure, and one which once made could not be easily remedied. The concomitant effects of driving capital and credit from the country, thereby increasing taxes, etc., are all factors that have to be reckoned with. That alterations of social and economic relations must take place with a change in the times goes without saying. This has been so in the past, and will be so in the future; but that section of the public who consider that the workers should obtain the full results of their labour by overthrowing the present competitive system of capitalism by instituting a system of public ownership and control of all the means of life, at least give evidence that they have failed to grasp the situation, and would bungle matters if placed at the helm.

WEATHER REPORT.

On the 21st at 11.55 a.m.—The barometer has fallen in E. Japan, and risen over W. Japan and N. China.

A depression which crossed the Sea of Japan yesterday, lies now in the Pacific to the E. of Hokkaido.

Pressure is almost uniform and gradients very slight in other areas.

Light N.E. and variable winds may be expected in the Formosa Channel, and the N. part of the Chint Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood N.E. or variable

Wind, light; fair;

Formosa Channel Same as No. 1.

South coast of China between Same as No. 1.

Hongkong and Lantau Same as No. 1.

South coast of China between Hongkong and Hainan Same as No. 1.

Hongkong and Hainan Same as No. 1.

TELEGRAMS.

"DAILY PRESS" EXCLUSIVE SERVICE.

KING AND TSAR.

LONDON, May 21st.
King Edward will visit the Tsar of Russia on June 9th.

BRITAIN AND FRANCE.

LONDON, May 21st.
President Poincaré will visit King Edward on the 25th inst.

HOME LEGISLATION.

LONDON, May 21st.

The Premier has announced that a Reform Bill will be introduced and that the Government will not oppose the Woman's Suffrage Bill. The second reading of the Education Bill was passed by a majority of 165.

[The Reform Bill is presumably a measure for reforming the existing franchise.]

THE NEW EDUCATION BILL.

LONDON, May 19th.
The Irish Nationalists have decided to oppose the second reading of the Education Bill.

REVIEW OF TROOPS AT ALDERSHOT.

LONDON, May 19th.
The King and Queen reviewed 30,000 at Aldershot. A feature of the review was the success of traction engines replacing artillery horses.

THE BRITISH ARMY.

LONDON, May 19th.
Lord Roberts, Lord Middleton and Lord Grenfell have renewed the attack on the Territorial Artillery scheme, pointing out that it is ridiculous to expect a respite of six months for training before the force is wanted in the field. Col. Lucas says that the Army Council never underrated the difficulties of the scheme, but there was evidence with the Minister for War that the training would be made thoroughly efficient. Lord Tweedmouth says that it appeared that a fair trial of the Territorial Army would not be denied. The scheme was largely a gamble, but he would lay odds on its success.

THE QUEBEC TERCENTENARY.

LONDON, May 19th.
France has decided on an official participation in the Quebec tercentenary.

THE MACEDONIAN QUESTION.

LONDON, May 19th.
Mr. Ashley asked in the House of Commons concerning the progress of the Anglo-Russian negotiations re Macedonia. Sir Edward Grey in reply said that various points were still under discussion and that he was unable to add any further information.

DISTURBANCES AT HANKOW.

SHOPS WRECKED IN NATIVE TOWN.

A telegram to the Shanghai Mercury dated May 14th says:—

As the Hankow authorities have prohibited vending on stalls and borts in the native town, coolies numbering about 5,000, have attacked and destroyed the ordinary shops still open. Japanese shops in the native town have also almost all been destroyed. The situation is

chaotic and several persons have been wounded. One battalion of troops and Chinese war ships have arrived here but the disturbances have not been suppressed. We are prepared for emergencies. If there is further danger the foreign warships are ready to land landing parties but they will probably not be needed.

Incendiarism is feared.

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Hongkong and Hainan Same as No. 1.

MR. KEIR HARDIE ON HIS VISIT TO INDIA.

A joint meeting convened by the British Committee of the Indian National Congress and the London Indian Society was held on the 3rd ultimo at Caxton-hall, Westminster, to welcome Mr. Keir Hardie, M.P., and Mr. H. W. Nevinson on their return from India.

Mr. Keir Hardie, who was received with loud cheers, said that his trip in India was every extensive. It was alleged that he was in the hands of the Hindu agitators all the time, and that theirs was the only point of view he got.

At every place at which he stopped he saw deputations representing the leading men of the Hindu and the Mahomedan communities, and, in the north, of the Sikh communities. In the main he was received cordially by the officials. He saw the Viceroy, the members of the Government, and Governors of provinces, and in most cases no interpreter was needed. He did not go to India to make speeches, to take part in agitations, or to stir up strife; he went there to learn.

With that object in view he felt it incumbent on him to be as non-committal as possible in anything he might have to say there. One morning after his return from Eastern Bengal he found Calcutta in a state of ferment because

information had arrived from London that he had been making seditious speeches in Bengal. The people of Bengal had not heard of these speeches, neither had the reporters of Calcutta—honourable men at the head of their profession—who had accompanied him most of the journey. He had been to long in public life to mind either abuse or misrepresentation; but he was considering whether, in the interests of the Indian people and of his service which he might be able to render them, he ought not to take legal action in the matter (cheers) to compel the withdrawal of, and an apology for, the wilful and deliberately lying statements which had been made concerning him. It might help the people of Great Britain to place less reliance on cabled Press reports. It was not only the Press against which the friends of India had to complain; a resolution was recently passed under the title of "Be Real India." (Laughter and hisses.)

If the rest of the book was as inaccurate as the pages which referred to his visit to India, the author should stand discredited in the minds of the people of this country. There was no sedition in India, and the wonder was that there was none.

It was remarkable about the situation there that the responsible leaders of the reform movement still remained patient and law-abiding. They would win in the end through their patience and their law-abiding policy. It had been a great stain to put upon human nature for to remain loyal during the last two years of persecution, abuse and misrepresentation. Lord Curzon estimated the average income of the people of India at £2, and of the India peasant at 20s. 8d. per head per annum. The average income per head per annum in this country was £45. The taxes from the people of India, while nominally 50 per cent of the yield of the land, were really 75 per cent. It was thus evident what a burdensome impact the taxation must be on starving people. During the 40 years preceding 1890, 15,000,000 of the people of India were certified as dead of hunger.

These were people for whom Great Britain was responsible. Sir William Hunter had pointed out that 40,000,000 of the people were never able to fully satisfy the cravings of hunger, and that was after 15 years of British rule. There was a very hopeful movement in India—educational, industrial, and political. He suggested for India more responsible government. At present the country was governed by a military autocracy, somewhat tempered by a civil bureaucracy, but without any popular control. That was an unhealthy, dangerous state of affairs. The condition of things in India would necessarily go from bad to worse until some effective check was put on the way India affairs were administered. That check could not be applied from the House of Commons or from the Indian Office—it must come from the people of India themselves. (Loud cheers.)

MR. HOMER B. HULBERT.

Commenting on the extraordinary statement which Mr. Hulbert made to a newspaper concerning the assassination of Mr. Stevens, and which we recently noticed in our columns the "Japan Mail" writes as follows:

"Mr. Homer B. Hulbert obviously intended the above to be a scathing denunciation of Mr. Stevens. It is, on the contrary, one of the most damning indictments of Mr. Homer B. Hulbert himself that could possibly have been penned."

The hypocrisy underlying every phrase uttered by this/examination is ineffably contemptible. It was very wrong, oh! yes, very wrong to assassinate Mr. Stevens. But who can wonder that the assassination was committed? Who can wonder that the Koreans, driven to desperation by wrongs that are very to heaven, but impotent to right them, should turn on a man in Mr. Stevens' position?" Mr. Homer B. Hulbert clears his own skirts. When he is accused, as by every honest man who thinks him worthy of notice he must henceforth be accused of having publicly justified this savage crime, he will be able to answer by quoting his own words—"Not a moment would I condone it."

It was wholly wrong. This material for future reference is carefully prepared to do duty on Mr. Homer B. Hulbert's behalf. But to the Koreans he says in effect—"Under the circumstances I really don't see what else you could have done. You had reasonable excuse for attacking him. You had the most terrible wrongs to avenge. You couldn't well have done anything else. I do not at all wonder that you did it, but it was very wrong of you."

Most unfortunate. You really should not have behaved in such a manner! Nevertheless you knew that Mr. Stevens had come to America to circulate mercenary falsehoods about your country and deceive the American people about the awful sufferings inflicted on your countrymen, your countrywomen and your little little children by unprovoked Japanese soldiers. I am not at all surprised that you did what you did. But how wrong it was to do it!"

"It is not marvelous that any educated man

should imagine the possibility of deceiving the public with such double-faced talk?" As for Mr. Stevens, we speak from an intimate knowledge acquired through thirty years of close fellowship when we declare that he was no more capable of the miserable responsibility attributed to him by Mr. Homer B. Hulbert than Mr. Homer B. Hulbert is capable of appreciating his noble character. He was a man to whom the faintest taint of dishonour seemed intolerable. Practical benevolence and liberal kindness were prominent traits of his disposition. He firmly believed

that the course he advised in Korea was the one and only route along which the Koreans could be led to prosperity and happiness.

Nothing could have been more foreign to his nature to turn a deaf ear to the sufferings of his fellow-men or to wink at cruelty in any form. Had he been cognizant of the shocking brutalities that

Mr. Homer B. Hulbert describes—and he must have been cognizant of them had they occurred—he would have been the first to expose and condemn them. And had it

chanced that their places were exchanged, that Mr. Homer B. Hulbert were now

lying in his grave and that Mr. Stevens

were still in our midst, nothing that the world could do would have induced Mr. Stevens to utter over the ashes of the silent dead such a vile and cowardly slander as Mr. Homer B. Hulbert has now addressed to Mr. Stevens' tomb. Mr. Homer B. Hulbert pretends to believe that this foul murderer will hurt Korea's reputation; pretends to regret it on that account. He will understand, one day, that it has ruined his own reputation. It has given him an opportunity of showing himself to the public in his true colours, and, with the elements which heaven is sometimes constrained to decree, he has seized the opportunity."

MURRAY V. "TIMES."

The writs claiming damages for libel issued against "The Times" by Mr. Hallam Murray (relating in an award of £7,500 damages) were in respect of two letters signed "Artifer" which appeared in "The Times" after the publication of the "Letters of Queen Victoria."

In the first of these the writer described the price of that book as "simple extortion," and added that "more than two-thirds of the price charged for the book represents an arbitrary addition to the natural price of the book, which would be absolutely impossible if books were published under the ordinary competition conditions applying to other productions."

Finally the letter concluded, "Mr. Murray has exploited the great personality of Queen Victoria for his own ends, and surely that was a moderate proposal. He thought that joint action should be taken in the Home of Commons in regard to what was called Mr. Morley's reform scheme, and action should be taken to enlighten this country concerning these proposals. He suggested that the next Indian National Congress should be held in London, where it would command the attention of the whole world. There were difficulties in regard to caste, but the claims of caste must give way to the claims of country (cheers). He thought that the methods which had been used to promote an entente between England and France and England and Germany should be applied in the case of India, and that public men should be induced to visit the country. After expressing his appreciation of the cordiality of his reception by the people of India, Mr. Keir Hardie said he not only supported the suggestion that the Government should appoint a committee of the House of Commons to examine the reform proposals which had been made, but that all those proposals should be shelved until a commission had visited India and reported. He thought that such a commission would return, as he had done, impressed with the great need, and the great possibility that existed for a largely extended measure of self-government in India. (Cheers.) He recommended that the whole energies of the Indian people should be devoted to obtaining self-government, through which alone could administrative reforms be made effective."

A CRISP OPIUM COMMENT.

So the wild bulls of Bohemia who account themselves the "unco guid" of the Parliamentary world have been at it again in the Arena of the House. The Chinese Government, which all who know anything of the Chinese mind will believe that it knows how to negotiate with its tongue in its cheek, has professed a mighty zeal to suppress the use of opium within its territories. "Behold my noble example," says as it struts up the pathway of Profound Righteousness, "there keep step with noble China," not saying that it is acting as procurer to the most money-making monopoly conceivable.

And an ubiquitous House of Commons

and an omnipotent Supply and Transport

Corps that the "Pioneer" states regarding the changes taking place in the Supply and Transport Corps that further centralisation is not intended. The corps was originally divided into two separate branches under the Commander-in-Chief and the Military Supply Department, respectively; both come under the former authority and two distinct sections are no longer necessary. The Corps has consequently been reunited and this, it is held, should tend to a simplification of work.

It is, moreover, intended to decentralise for all making the nine divisions responsible for all their own supply of contracts. The Registration and Transport staff at Army Headquarters will eventually be reduced as this scheme comes into operation. Divisional generals will be given more responsibility, and concentration of authority at Simla should cease.

The Supply and Transport Corps should thus

become more efficient and better calculated to discharge the heavy duties which devolve upon it when mobilisation takes place.

We shall wait. *Singapore Free Press.*

STRAITS PUBLIC WORKS.

OVER TWO MILLION DOLLARS EXPENDED.

The total expenditure in the Public Works, in each settlement, was Singapore \$1,031,531

Penang, including Province Wellesley and the Dinding, \$942,870.48, and Malacca, \$187,258.65; total \$2,161,660.13. But this sum does not include a sum of \$14,019.98 to meet liabilities incurred at Home, for which accounts have not been received.

Thus remarks Mr. F. J. Pigott, who, until recently, was the Acting Colonial Engineer and Surveyor General of the Straits Settlements, in his annual report of the Public Works Department.

This average cost of engineering and subordinate supervision as compared with the total expenditure for the previous year was, as follows:

Singapore 4.20 per cent; Penang 5.75 per cent; Malacca 7.55 per cent.

The percentage for the previous year was as follows:

Singapore 4.92 per cent; Penang 5.20 per cent; Malacca 8.09 per cent.

Among the buildings completed during the year were the laboratory for Government Analyst and laboratory and lecture rooms for Medical students, the amount expended being \$24,334.24; foundations for eleven wards, etc., at the new Tan Tock Seng's Hospital, \$39,460.76; Club building for the Chinese Company of the S.V.I., \$10,502.53; opium factory at Teluk Blangah, extension of European Ward, General Hospital, 18,315.75; and three bungalows for Government officials at the corner of Orange Grove and Nassim Roads.

The Marine Police Station at Malacca was remodelled and additional quarters provided at a cost of \$8,000. Wards Nos. 3 and 6 at Durian Daua Hospital were re-roofed. In permanent form for the sum of \$3,600. New Servants' Quarters were constructed at the Stadt House at a cost of \$2,507. New Quarters were erected for the Public Works Department Storekeeper costing \$2,000. The face of the sea-wall is of which \$12,390.000 is under the control of the Department of Communications and \$700,000 in the hands of the Home Office for the purpose of the extension of navigation in Formosa. The amount of subsidy Japan is paying for the encouragement of her maritime trade is thus by no means small. In the current year, for instance, the subsidy absorbs 60 per cent of the estimated revenue from the business tax and 47 per cent of the income tax. The fact that the Diet agrees to the disbursement of such a large amount of money without any objection may be taken as proof that the people are paying the utmost attention to the encouragement of the shipping industry. Further, it may be shown that Japan pays the largest amount in the matter of shipping subsidy of any country in the world. This year's subsidy shows an increase of 13,086,000 on that for last year. The increase is due to the building of ships of large tonnage such as the "Tenryu," "Chiyo," and "Kamei." The law puts no limit on the construction of large vessels, and therefore, the subsidy, which at present amounts to 16,13 million yen, may be increased to 18 or even 20 million yen in the near future. It is very doubtful whether such a method of shipping encouragement is beneficial to the country. The object lessons furnished by some foreign countries tend to demonstrate the fact that the development of the maritime trade does by no means depend on the amount of bounty that country spends for its encouragement.

England, for example, annually expends a sum of \$14,000,000 on her mail and naval subsidies; Germany, \$3,330,600; the United States, \$9,816,000; France, \$19,000,000; Italy, \$4,465,00; and Russia, \$3,526,000. Of the countries mentioned above subsidies are mostly given for the carrying of mails under contract, with the exception of France and Italy, where a

sum of \$14,763 was expended in the previous year, a sum of \$44,934 in the year under review, leaving \$14,428 still to be expended.

The old earth formation of West Coast Road between Pandan River and Jurong River, a length of 1.26 miles, was again raised to the formation level originally

already decided upon, an average height of about 32 feet. The expenditure on this road was \$17,820.

The total length of roads under maintenance in Singapore was 89.7 miles, of which 5.8 miles

are metalled with granite and laterite, 2.7

gravelled and 2.4 natural. The cost per mile (exclusive of re-metalling, but inclusive of patching) was \$31.37, \$19.66 and \$16.66 respectively.

The amount spent upon similar work in Penang was \$31,702.

All existing bridges and culverts in Singapore were maintained in good order.

A sum of \$137,150 provided in the estimate as a contribution to the Municipality towards the

erection of a new bridge over the Singapore River was not expended, no work being done.

A new bridge 24 feet span, formed of brick abutments and platform of rolled steel joists, expanded metal and concrete, was constructed at the junction of Labrador Villa Road and Pasir Panjang Road at a cost of \$1,986. Two bridges of similar construction, but of 15 and 10 foot span, were also built on the new Woodlands Road for an expenditure of \$4,026 and \$1,850, respectively.

During the year, six old wooden bridges

were converted into iron and masonry bridges in Perak, and the ironwork for four more

bridges was delivered. These will be fixed in

the week. The amount expended was \$9,990.

Sungai Ulu Bridge, in Province Wellesley,

1,020 foot span was completed and opened to traffic in October. Seven old wooden bridges

were converted into iron and masonry bridges

and the wooden decking of six bridges was

replaced with reinforced concrete or by steel

troughing. The abutments of a 32 foot span

bridge at Rantau Panjang, Malacca, were con-

structed in masonry for \$2,785 and a timber

platform fixed for \$700. The abutments of a 33 foot span bridge at Kuala Sungai Bharu

were built in masonry for \$3,400, and the iron-work for same supplied at a cost of \$1,783.

The timber bridge at Sungai Rambel at the

Frontier was renewed, the Muar Government

providing the labour for the work.

Mr. Nishikawa, then goes on to detail as

to the family nature of the law, and points out

that, as it now stands, it has a positive tendency

to encourage the construction of ships and pro-

mote their voyage abroad more for the sake

of last year, and it is more than probable

that it will go on increasing year after

year unless an amendment of the law is introduced.

The present law was framed and put into

operation in 1896, and is to remain in force for

eighteen years, that is to say until 1914. The un-

suitable nature of the law as applied to the pre-

sent conditions of things can be easily imagined

when it is considered that a law brought into

operation to meet requirements twelve years

ago is still allowed to exist, notwithstanding the

tremendous progress made during the past

decade or so.

Mr. Nishikawa then goes on to detail as

to the family nature of the law, and points out

that, as it now stands, it has a positive tendency

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mote their voyage abroad more for the sake

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that it will go on increasing year after

NOTICES TO CONSIGNEES

"MOGUL" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.

S.S. "BRAEMAR"
FROM GLASGOW, LIVERPOOL AND
STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LTD.

Agents.

Hongkong, 16th May, 1908. 859

FROM EUROPE.

NOTICE TO CONSIGNEES.

THE H.A.L. Steamship.

"ANDALUÉIA,"
Captain Block, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-DAY.

Any Cargo impeding her discharge will be landed at Consignees risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst., at 3 P.M.

No Fire Insurance has been effected.

U.M.BURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 18th May, 1908. 862

"SHIRE" LINE OF STEAMERS, LTD.
NOTICE TO CONSIGNEES.

FROM MIDDLESBROO, LONDON AND STRAITS.

THE Steamship.

"CARDIGANSHIRE,"
Captain Tyers, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored, at Consignees risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 25th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOME'S & CO., Agents.

Hongkong, 19th May, 1908. 867

NORDDEUTSCHER LLOYD, BREMEN
IMPERIAL GERMAN MAIL LINE.
NOTICE TO CONSIGNEES.

THE Steamship.

"PRINZ HEINRICH,"
having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whose delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before TUESDAY, the 19th inst., at NOON.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst., at 9.30 A.M.

All claims must reach us before the 30th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & CO., Agents.

Hongkong, 19th May, 1908. 5

NOTICE TO CONSIGNEES.

FROM SINGAPORE, PENANG AND CALCUTTA.

THE Steamship.

"LIGHTNING,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees risk and expense.

Cargo remaining on board after 2 P.M. of the 22nd inst., will be landed at Consignees risk and expense.

Consignees of cargo from SINGAPORE and PE LANG are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the vessel will be landed and stored at Consignees risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & CO., LTD., Agents.

Hongkong, 20th May, 1908. 874

INSURANCES

AAC IEN AND MUNICH FIRE INSURANCE CO. OF AIX LA CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.

Hongkong, 21st April, 1897. 114

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY. TOTAL FUNDS AT 31ST DECEMBER, 1908 217,837.19.

AUTHORIZED CAPITAL... £3,000,000
SUBSCRIBED CAPITAL... 2,750,000
PAID-UP CAPITAL... 687,500 0
M. FIRE FUNDS... 3,886,720 19

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOME'S & CO., Agents.

Hongkong, 27th April, 1907. 1148

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & CO., Agents.

Hongkong, 13th August 1896. 28

PEARLING CATASTROPHE.

The Singapore Free Press says: If only the man who does things in out of the way parts of the world were as skillful, what readable books could be made. Not so much nowadays, but a few years ago, when they built pearl luggers at Koppel Dock and M. O. P. shell was soaring up in Battersea whose daily experiences were as tiresome and adventurous as they of the old Spanish Main. Men of the pearl luggers that carried on their monotonous yet exciting trail on the Northwest Coast of Australia, in Torres Straits, and in many other much more unpopulated places in tropical seas, Men who daily went down into the deep, and conversed familiarly with the fishes and strange under-water animals, in quest of the large shell from which mother of pearl is got. And not merely the shell, but the prospect afterwards, when the bivalve is opened and passed through the fingers, of coming across the smooth glistening nodules that is worth many times its weight in gold, polished and strung upon the slender neck of the high-borne (or at least wealthy) beauty. That is one of the elements of a pearl diver's luck. The shell is his bread and butter (the butter missed out when the market is low); the pearl is the occasional jam. To come ashore with a parcel of pearls in your pocket, counted by the dealers, welcomed by your bank, on the best of terms with your crew, and with yourself. That is one side of the pearl's life. Here is another side. It is an account of a terrific storm that visited Broome, Western Australia, on Sunday April 26th, this year. Written by a pearl diver, whose work it is to do and not to write, much is suggested to the discriminating reader that is to all who turn over this page. J. W. T.

LIST OF SCHOONERS AND LUGGERS LOST.

Bubba	1 schooner	3 luggers
Robison and Norman	1 "	4 "
Biddle	1 "	2 "
DePauw	1 "	1 "
Hawkes	1 "	1 "
McLochlan	1 "	3 "
Streeter & Co.	1 "	3 "
Gaskin	1 "	1 "
Talboys	1 "	2 "
Archer	1 "	1 "
Barnes	1 "	1 "
Chamberlain	1 "	1 "
Barker	1 "	1 "
Byrne	1 "	1 "
Ulbrick	1 "	1 "
Badger	1 "	1 "
Ferriss	1 "	1 "
	4	25

The losses may be even greater than this. See Sing did not lose a lugger.

McLochlan and Gaskin (two pearlers) were buried on 29th and 30th respectively.

J. W. T.

THE SIMLA CALLING QUESTION.

The much vexed "calling question" seems to be practically settled for Simla. The innovation of calling by post had for the first three or four years of its existence, rather a precarious foothold. Ladies would join the sensible "Lugus" with enthusiasm and default at the first word of criticism from the lips of one entitled to present them to the dinner table. All sorts of inconsistencies and logicalities arose as when calls of contemporary standing so to speak, would be paid by post, while those upon burra mousalabs, to use the trite and weary all description, might exact personal visits. It was all very puzzling to new arrivals anxious to learn, among many shades of opinion, the actual practice. Now, however, there can no longer be any mistake. A circular signed by a very large majority of the ladies resident in Simla and stating plainly that they are not only willing but prefer to receive cards by post, from now onwards as well as from earlier acquaintances, is periodically circulated from the Station Library. Ladies adding their names to the list pay £1 towards the expense of printing and distribution and as the additions are constant the issue of the circular is continuous. Nobdy is allowed, therefore, to forget or to be bold, and as the names of the "Lugus" are so constantly in evidence, no new arrival need fail to be informed of what is hoped and desired of her by the residents. It is, in spite of this, she prefers to gratify her own social theory by telling about and leaving card in box "in offence" if the ladies feel so honourable as to have her views forced upon them and use the post for the acknowledgement of her visit. No doubt she sometimes does feel annoyed—the feminine mind is not conspicuously logical—but she has no right to. There are, of course, still a few fair slaves to convention and tradition who, because the practice is not the practice of London or Birmingham or Little Paddington, declare it to be imprudent and disastrous. They forget that neither in London nor in Birmingham nor in Little Paddington does the system of universal calling exist at all. The basis of paying of visits is much more elastic. In India it is the conviction that all now comes on the Government House list still call upon residents of the Station, there is no question of meeting or of introduction. This being the broad privilege, it is ridiculous to quibble about the manner in which the call—which signifies so little—is paid. M. Mill.

BROOME, W. A.

On Saturday the 23rd April it was blowing a fresh breeze from the South East but the luggers were able to carry on their diving operations without discomfort. On Saturday afternoon after knock off, the luggers, as is the custom, anchored in groups round their respective schooners, and put their dingsies out so as they could visit the schooners and boats and see their friends. Saturday night passed without a lull in the wind and on Sunday morning early it was still blowing fresh and from the same direction. The wind up to this time was quite ordinary and reasonable and the Barometer gave no indication of an unbalanced or disturbed atmosphere. At 1 P.M. on the 26th the wind freshened considerably and several schooners hoisted their flags which meant a warning to their boats to prepare for something, possibly a blow. The Barometer at this time started to fall rapidly and the wind to increase still blowing from the South East. From this on the wind gradually increased in force until 1 A.M. on Monday the 27th, blowing sometimes from the S. E. and sometimes from the Eastward. From 1 A.M. till 2 A.M. on the 27th it lulled considerably. At 2.20 A.M. on the 27th the wind veered right round to the Northward then on to N. W. and blew with hurricane force continuing with the same force till daylight. All the damage was done then, that is from 2 A.M. till 6 A.M. on the 27th (Monday). Boats were blown over at their anchors and capsized—masts were blown off, anchor chains parted and many boats drifted broadside on to the stems of luggers securely anchored and were cut down and sunk. The boats fouled then started drifting and those that did not collide with other boats or got blown over were washed ashore some on reefs, some on sand beaches. The luggers that are washed ashore on the sand beaches, most of them, after repairs may be floated again. During Sunday night 26th and Monday morning early, it rained very heavily, intermittently, and was very dark. Mr. Bardwell, a Pearler who owned one lugger, the "Phyllis," had a terrible experience. At 2.20 A.M. on the 27th the "Phyllis" was blown over on her beam ends—the seas burst open her watches and she filled and sank immediately. He was in the water from that time till 8 in the morning (51 hours) when he was washed ashore in an exhausted condition, two aborigines came to his rescue and carried him back to dry land. Numbers of boats have lost all their anchors, some have lost one, most others two. I am thankful to say that both my boats are quite safe. I lost nothing—this time I am fortunately one of the lucky few. I am going out this afternoon on a salvaging expedition. I am taking the two boats and intend attempting to raise the "Phyllis." If I am successful I shall try to raise others. I must not forget to tell you that there was a terrific sea rising during the blow. The last serious wind Broome experienced was on the 24th April 1887, twenty-one years ago. The "Paros" is now patrolling the coast on the off chance of possibly saving life and property. The actual loss is not yet known as there are very many junks and one large schooner yet missing. The damage and loss to Broome directly and indirectly is estimated at £50,000. I enclose exact and true copies of two telegrams and one memorandum—the latter has been confirmed. I also enclose a list of schooners and luggers lost with the names of their respective owners.

April 29th, 1 P.M.

Telegram from Luggarage.

To D. P. M. Gell, Perth

Latest reliable information just received

Biddulph lost one schooner, two luggers. See

Sing one, De Buss one, Hawke one, McLochlan one, Streeters two, Gaskin one, Talboys one, Archer one, Robin one, Hargreaves one, Robin one, and Norman one, Chamberlain one schooner.

Several of above smashed up, others sunk.

McLochlan and Gaskin and about fifty coloured men drowned. Amongst survivors are Biddulph, Badger, Slover, Sweetman, Chamberlain, Talboys, Miller and Sutherland. Losses

expected reach thousands of pounds. Above

as far as is known. Expect to communicate with Police by phone tomorrow about mid-day.

C. J. ANNEAL, P. Master.

April 30th.

MEMORANDUM.

Four crew of lugger "Cleopatra" passed through Cambay last night. They state boat

wrecked. Diver and two others drowned.

"Luggarage" is a telegraph station fifty eight

miles S.W. from Broome. The centre of the blow occurred at Capa Frezior, 70 miles S.W. of Broome.

Wire from Premier to Arthur M. L. A. Broome

Have arranged with W. Clarke of Dalgety's

Wire Capt. Mills of "Paros" giving him abso-

lutely free hand to whatever he considers best

to save life and property. Will you consult

with Resident Magistrate and arrange with him

to send out any schooners available, also search

and recovering partners along coast. Desire to

express deepest sympathy with sufferers.

GREGORY, Acting Master.

SHIPPING.

ARRIVALS.
 CHEONGMING, British str., 1,256, Liddell, 21st May—Tientsin via Choofoo 15th May, General—Jardine Matheson & Co.
 HAILAN, French str., 377, A. H. Hay, 21st May—Hiohow 26th May, General—A. P. Marly.
 ITHAKA, German str., 1,450, Vogeler, 21st May—Cinkiang 16th May, General—Hamburg-Amerika Line.
 KWANGTUNG, Chinese str., 21st May—Canton, YOTO MARU, Japanese str., 2,641, N. Nakata, 21st May—Moj 15th May, Coal—Mitsui Bussan Kaisha.
 LOWTHER CASTLE, British str., 2,717, W. Lightoller, R.N., 21st May—Kobo via Moji 16th May, General—Shewan, Tomes & Co.
 SIMORGAN, Dutch str., 1,202, H. Vos, 21st May—Samrang via Singapore 11th May, Suez—China.
 TENJO MARU, Japanese str., 7,265, Philip H. Going, 21st May—Yokohama 16th May, General—Tyo Kisen Kaisha.
 YAKASA MARU, Japanese str., 3,984, N. Nielsen, 21st May—London 12th April, & Singapore 15th May, General—Nippon Yusei Kaisha.

CLEARANCE
 AT THE HARBOUR MASTER'S OFFICE
 21st May.
 Haiching, British str., for Coast Ports.

DEPARTURES.

1st May.
 ACHILLES, British str., for Singapore.
 ALICRUS, British str., for Singapore.
 AMIGO, German str., for Hiohow.
 CLAN MACMILLAN, B.C. str., for San Francisco.
 DENHISHIRE, British str., for Saigon.
 HUICHOW, British str., for Canton.
 MOYUNE, British str., for Taku.
 NINGPO, British str., for Canton.
 OCEANO, British str., for Canton.
 P. SIGISMUND, Ger. str., for Manila & Sydney.
 SIGNAL, German str., for Haiphong.
 TJIJIWONG, Dutch str., for Batavia.
 YOCHOW, British str., for Amoy.

SHIPPING REPORTS.

The British str. *Chengshing* reports: Light variable winds and sea, fine weather.

VESSELS IN DOCK.

May 21st.

ABERDEEN DOCKS.—
 BOWLING DOCKS—*Sorogon, Victoria, Fiume*
H.M.S. Whiting, Likin, Taiyuan, Lung Tsing, Chon Po, Kiangtung, Anglia, Dajin Maru, Quina, Lin Tan.
 COSMOPOLITAN DOCKS.—*Sabine Rickmers, Reidar.*

VESSELS ON THE BEETH.

FOR SHANGHAI YOKOHAMA, KOBE AND MOJI.

THE Steamship
 "ARATOON APCAR," Captain A. Stewart, will be despatched for the above Ports To-DAY, the 22nd inst., at 10 a.m., instead of as previously advertised. This steamer has superior accommodation for passengers, is installed throughout with Electric Light, and carries a duly certified Doctor. For Freight or Passage, apply to DAVID SASSOON & Co., LTD. Agents. Hongkong, 22nd May, 1908. 847.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship
 "HAICHING," Capt. A. E. Hodges, will be despatched for the above Ports To-DAY, the 22nd May, at 11 a.m.

For Freight or Passage, apply to DOUGLAS, LAPEAK & Co., General Managers. Hongkong, 19th May, 1908. 864

REGULAR STEAMSHIP SERVICE WITH LIBERTY TO CALL AT MALABAR COAST.

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.
 S.S. "GHAZEE" 6th June.
 For Freight and further information, apply to DODWELL & CO., LTD., Agents. Hongkong, 21st May, 1908. 672.

"GLEN" LINE OF STEAMERS.
 For LONDON AND ANTWERP VIA SUEZ CANAL.

THE Steamship
 "GLEN EARN," Captain W. Haughton, will be despatched as above on WEDNESDAY, the 16th June. For Freight apply to MCGREGOR BROS. & GOW. Hongkong, 19th May, 1908. 861.

CHINA COMMERCIAL S.S. CO., LTD. NOTICE.

FOR SALINA CRUZ, MEXICO.

THE Steamship
 "MARIE," Captain G. E. Christiansen, will be despatched for the above Ports via MOJI, JAPAN, on THURSDAY, the 11th June, at 5 p.m. For Freight or Passage, apply to CHINA COMMERCIAL S.S. CO., LTD., Hotel Maronie. Hongkong, 5th May, 1908. 804.

"SHIRE" LINE OF STEAMERS, LTD. FOR LONDON AND ANTWERP.

THE Steamship
 "CARDIGANSHIRE" Will be despatched for the above Ports on or about the 22nd June, 1908. For Freight or Passage, apply to SHEWAN TOMES & CO., Agents. Hongkong, 19th May, 1908. 865.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & RIG	BEETH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c., VIA USUAL PORTS OF CALL...	DELTA	Brit. str.	—	B. W. Snow	P. & O. S. N. Co. ...	On 30th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE &c.	SUMATRA	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co. ...	About 3rd June.
LONDON & ANTWERP VIA SUEZ CANAL...	GLENHEARN	Brit. str.	—	W. Haughton	MCGREGOR BROS. & GOW	On 16th June.
LONDON & ANTWERP...	CARDIGANSHIRE	Brit. str.	k. v.	Eckhorn	HAMBURG-AMERIKA LINIE	About 22nd June.
HAVRE & HAMBURG VIA STRAITS, &c.	SENEGAMBIA	Gor. str.	k. v.	v. Döhren	HAMBURG-AMERIKA LINIE	To-day.
HAVRE & HAMBURG VIA STRAITS, &c.	SCANDIA	Gor. str.	k. v.	Malchow	HAMBURG-AMERIKA LINIE	On 15th June.
HAVRE & HAMBURG VIA STRAITS, &c.	DORTMUND	Gor. str.	k. v.	Sellier	MESSENGERIES MARITIMES	On 26th inst., at 1 P.M.
MARSELLES, &c., VIA PORTS OF CALL...	YARA	Fr. str.	—	F. E. Copé	NIPPON YUSEN KAISHA	On 27th inst., at D'light
MARSELLES, LONDON & ANTWERP VIA SINGAPORE &c.	HIRACHY MARU	Jap. str.	k. v.	Girstenbrück	HAMBURG-AMERIKA LINIE	On 28th June.
MARSELLES, ROTTERDAM & HAMBURG &c.	BRISAYALA	Gor. str.	k. v.	Brehmer	HAMBURG-AMERIKA LINIE	On 1st June.
MARSELLES, ANTWERP, BREMEN & HAMBURG...	SITHONIA	Swed. str.	k. v.	N. Ohno	MELCHERS & CO.	Beginning of June.
MARSELLES, HAVRE COPIENHAGEN, &c.	CANTON	Jap. str.	—	H. Fournes	NIPPON YUSEN KAISHA	On 16th June, at D'light
MARSELLES, LONDON & ANTWERP VIA SINGAPORE &c.	KANAGAWA MARU	Gor. str.	—	A. Petris	SANDER, WILHELM & CO.	On 3rd June, at Noon.
NAPLES, GENOVA, TIBALZIA, SOUTHAMPTON, &c.	BUELOW	Gor. str.	—	G. C. Christiansen	MELCHERS & CO.	About 25th inst.
ODDESSA	VORONEZ CASTLE	Aus. str.	—	Gibson	SHEWAN, TOMES & CO.	About end of June.
NEW YORK VIA SUEZ CANAL	HAZER	Brit. str.	—	DODWELL & CO., LTD.	On 27th inst., at 5 P.M.	On 27th June.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	1 m.	C. A. Campbell	CANADIAN PACIFIC R. CO.	On 4th June, at 4 P.M.
VANCOUVER VIA SHANGHAI JAPAN, &c.	LENNOX	Brit. str.	2 m.	H. W. Kenrick, R.N.	CANADIAN PACIFIC R. CO.	On 18th June, at Noon.
VICTORIA, B.C., & SEATTLE, WASH. &c.	AKI MARU	Jap. str.	—	N. Yagi	NIPPON YUSEN KAISHA	On 29th inst., at 4 P.M.
VICTORIA, B.C., & SEATTLE, WASH. &c.	SHAWMUR	Jap. str.	—	E. V. Robert	DODWELL & CO., LTD.	On 8th June.
YOKO MARU	MARIE	Gor. str.	—	S. Ishikawa	NIPPON YUSEN KAISHA	On 9th June, at 4 P.M.
YOKO MARU	EASTERN	Gor. str.	—	G. C. Christiansen	CHINA COMMERCIAL S.S. CO.	On 11th June, at 5 P.M.
YOKO MARU	TAIWAN MARU	Gor. str.	1 m.	L. Dawson	BUTTERFIELD & SWINE	On 28th inst., at 4 P.M.
YOKO MARU	YAMALA MARU	Gor. str.	—	K. Homma	NIPPON YUSEN KAISHA	On 12th June, at Noon.
YOKO MARU	NIKKO MARU	Gor. str.	—	J. Minase	MELCHERS & CO.	On 15th June, at 5 P.M.
YOKO MARU	CORUNA	Gor. str.	—	T. Harrison	NIPPON YUSEN KAISHA	On 10th July, at Noon.
YOKO MARU	FALEBMO	Gor. str.	—	J. B. Ferguson	MELCHERS & CO.	About 24th June.
YOKO MARU	WAKASA MARU	Jap. str.	—	N. Nielsen	NIPPON YUSEN KAISHA	About 22nd inst.
YOKO MARU	NIKKO MARU	Jap. str.	—	T. Harrison	NIPPON YUSEN KAISHA	To-morrow.
YOKO MARU	TSIBODA	Dut. str.	—	A. Stewart	JARDINE, MATHERSON & CO., LTD.	On 10th June, at Noon.
YOKO MARU	CHONGSHING	Gor. str.	—	A. A. Campbell	JARDINE, MATHERSON & CO., LTD.	Quick despatch.
YOKO MARU	HUICHOW	Gor. str.	—	H. W. Kenrick, R.N.	BUTTERFIELD & SWINE	On 26th inst., at Noon.
YOKO MARU	AMIRAL MAGON	Gor. str.	—	F. E. Foray	J. MILLET	On 4th June.
YOKO MARU	TONKIN	Gor. str.	k. w.	T. Stehr	HAMBURG-AMERIKA LINIE	On 28th June.
YOKO MARU	HANGSANG	Gor. str.	—	A. E. Sandbach	HAMBURG-AMERIKA LINIE	On 27th inst., at Noon.
YOKO MARU	FOOKSANG	Gor. str.	—	J. A. Moore	JARDINE, MATHERSON & CO., LTD.	On 27th inst., at Noon.
YOKO MARU	TAKASAKI MARU	Jap. str.	—	E. L. Valentine	MELCHERS & CO.	About 23rd inst.
YOKO MARU	ARCADIA	Gor. str.	—	Rud. Meyer	MELCHERS & CO.	About 3rd June.
YOKO MARU	KLEIST	Gor. str.	—	P. J. van Emmerik	HAMBURG-AMERIKA LINIE	End of May.
YOKO MARU	SIAM	Dut. str.	—	I. Sakurai	JAVA-CHINA-JAPAN LINIE	On 8th June.
YOKO MARU	ISTRIA	Dut. str.	—	A. E. Hodges	BUTTERFIELD & SWINE	On 27th inst., at 10 A.M.
YOKO MARU	TJILATJAP	Dut. str.	—	S. J. Payne	JARDINE, MATHERSON & CO., LTD.	To-day, at 11 A.M.
YOKO MARU	FUKUSHIMA MARU	Jap. str.	—	R. Almond	BUTTERFIELD & SWINE	On 27th inst., at D'light
YOKO MARU	DAIJIN MARU	Jap. str.	2 h.	C. A. Moore	JARDINE, MATHERSON & CO., LTD.	To-day, at 4 P.M.
YOKO MARU	HARICHING	Gor. str.	1 m.	A. W. Outerbridge	BUTTERFIELD & SWINE	To-morrow, at Noon.
YOKO MARU	SINGAN	Gor. str.	—	T. Meyrick	JARDINE, MATHERSON & CO., LTD.	On 28th inst., at 4 P.M.
YOKO MARU	LOONGSANG	Gor. str.	—	Rodger	SHEWAN, TOMES & CO.	On 29th inst., at 4 P.M.
YOKO MARU	RUBI	Gor. str.	—	Mathias	BUTTERFIELD & SWINE	On 27th inst., at 4 P.M.
YOKO MARU	TAMING	Gor. str.	1 m.	F. Scobell	MELCHERS & CO.	On 28th inst., at 9 A.M.
YOKO MARU	YUNESANG	Gor. str.	—	T. Arakawa	NIPPON YUSEN KAISHA	To-morrow.
YOKO MARU	ZAFIRO	Gor. str.	1 m.	C. Bradley	JARDINE, MATHERSON & CO., LTD.	On 29th inst., at 3 P.M.
YOKO MARU	KATONG	Gor. str.	—	de Brouwers	JAVA-CHINA-JAPAN LINIE	Quick despatch.
YOKO MARU	BORNIE	Gor. str.	—	Pander	JAVA-CHINA-JAPAN LINIE	Quick despatch.
YOKO MARU	KAGOSHIMA MARU	Jap. str.	—			
YOKO MARU	KUTSANG	Gor. str.	—			
YOKO MARU	TJIMAEI	Gor. str.	—			
YOKO MARU	TJIPANAS	Gor. str.	—			

NIPPON YUSEN KAISHA.
 (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS STEAMERS SAILING DATES 1908.
 MARSELLES, LONDON and ANTWERP, via SINGAPORE &c. HITACHI MARU, Tons 5761, WED DAY, 27th May, Capt. F. E. Copé, at Daylight.
 PORE, PENANG, KANAGAWA MARU, WED DAY, 10th June, Capt. N. Oho, at Daylight.
 VICTORIA, B.C. and SEATTLE, WASH. via COLOMBO, and PORT SAID AKI MARU, TUESDAY, 26th May, Capt. M. Yagi, at 4 P.M.
 SHANGHAI, MOJI, KOBE & YOKO MARU, TUESDAY, 9th June, Capt. T. Harrison, at 4 P.M.
 YOKO MARU, TUESDAY, 9th June, Capt. S. Ishikawa, at 4 P.M.
 SYDNEY and MELBOURNE YAWATA MARU, TUESDAY, 12th June, Capt. K. Homma, at Noon.
 MANILA, THURSDAY, 14th June, NIKKO MARU, FEIDAY, 16th July, Capt. T. Harrison, at Noon.
 MANILA, TUESDAY,

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
MOJI, KOBE and YOKO-PALEMO		About 22nd	Freight
HAMA	Capt. J. B. Ferguson	May	only.
SHANGHAI, MOJI, KOBE, NAMUR and YOKOHAMA		About 22nd	Freight and Passage.
SHANGHAI	Capt. H. W. Kenrick, E.N.S.	May	Passage.
SHANGHAI	ARCADIA	About 28th	Freight and Passage.
LONDON via USUAL PORTS	DELTA	Noon, 30th	See Special of Call.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MASSELLES	SUMATRA	About 3rd	Freight and Passage.
ANG. COLOMBO, PORT	Capt. E. W. Bruce	June	Passage.

For further Particulars, apply to

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 22nd May, 1908.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
WEIHAIWEI, CHEFOO and TIENTSIN	"HUCHOW"	On 23rd May, 4 P.M.
MANILA	"TAMING"	On 28th May, 4 P.M.
CEBU and ILOILO	"KAIFONG"	On 27th May, 4 P.M.
BOHIOH and HAIPHONG	"SINGAN"	On 27th May, D'light
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"TAIWAN"	On 28th May, 4 P.M.
MANILA STEAMERS & TIENTSIN STEAMERS		have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms, and Dining Saloon.
AUSTRALIAN STEAMERS		have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.
SHANGHAI STEAMERS		have good Saloon, Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.
REDUARD SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.		

For Freight or Passage, apply to—

BUTTERFIELD & SWIBRE,
AGENTS.

Hongkong, 21st May, 1908.

INDO-CHINA'S NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	"WOSANG"	Friday, 22nd May, Noon.
MANILA	"LOONGSANG"	Friday, 22nd May, 4 P.M.
TIENTSIN	"CHEONGSHING"	Thursday, 26th May, Noon.
SHANGHAI	"HANGSANG"	Wednesday, 27th May, Noon.
SHAH, YOKOHAMA, KOBE & MOJI	"FOOKSANG"	Wednesday, 27th May, Noon.
MANILA	"YUENSANG"	Friday, 29th May, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Saturday, 30th May, 3 P.M.

RETURN TOURS TO JAPAN,

OCCUPYING 24 DAYS.

The steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and return at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Telephone No. 61.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.,

GENERAL MANAGERS.

Hongkong, 22nd May, 1908.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
KUDAT & SANDAKAN	"BORNEO"	Tuesday, 26th May, at 9 A.M.
NAPLES, GENOA, GIBRAL-TAR, SOUTHAMPTON, ANTWERP & BREMEN	"BUELOW"	Wednesday, 3rd June, at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"KLEIST"	About Wednesday.
MANILA, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"MANILA"	Thursday, 18th June, at 5 P.M.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 22nd May, 1908.

HAMBURG-AMERIKA LINIE, HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marsella, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Services" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, YOKOHAMA & KOBE	STEAMERS	TO SAIL
S.S. DORTMUND	25th May	
FOR SHANGHAI, YOKOHAMA & KOBE		
S.S. ISTRIA	8th June	
FOR SHANGHAI, YOKOHAMA & KOBE	S.S. SAXONIA	16th June
FOR SHANGHAI, YOKOHAMA & KOBE	S.S. SILVIA	26th June
FOR SHANGHAI, YOKOHAMA & KOBE	S.S. SLAVONIA	8th July
FOR SHANGHAI, YOKOHAMA & KOBE	COAST SERVICE	
S.S. ITHAKA	FOR CHINKIANG	On 28th May.
S.S. KOWLOON	FOR TSINGTAU, NAGASAKI & VLADIVOSTOCK	On 2nd June.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE.

Hongkong, 22nd May, 1908.

CANADIAN PACIFIC RAILWAY
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days across the Pacific is the "EMPERESS LINE," saving 5 to 10 days' Ocean Travel.

12 DAYS YOKOHAMA to VANCOUVER.

21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	TO LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF CHINA"	6,000	THURSDAY, 4th June ... 22nd June
"EMPERESS OF INDIA"	6,000	SATURDAY, 13th June ... 4th July
"LENNOX"	8,700	THURSDAY, 18th June ... 17th July
"EMPERESS OF JAPAN"	6,000	SATURDAY, 4th July ... 25th July
"MONTEAGLE"	8,163	SATURDAY, 11th July ... 4th Aug.
"EMPERESS OF CHINA"	6,000	SATURDAY, 25th July ... 15th Aug.
"GLENFARG"	3,700	SATURDAY, 8th Aug. ... 6th Sept.

S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.

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